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AFFIDAVIT OF BUDARIN B.I. FORMER
FIRST MATE OF THE SHIP MATE OF THE
SHIP "PEREKOP" OF MARCH 14, 1946,
ON SEVENTEEN SHEETS.

A F F I D A V I T

of Boris Alexandrovich BUDARIN.

On March 14, 1946 Military Prosecutor of the
Pacific Ocean area lieutenant-colonel of Judicial
Corps SHUYCHKOV having warned of responsibility for
giving false testimony interrogated as a witness.

(Signature)

1. Surname, first name, father's name: BUDARIN Boris Ale-
xandro-vich.
2. Age: Born in 1908.
3. Place of birth: the town of Saratov.
4. Occupation before the October Revolution: I was on
my parents allowance.
5. Occupation at present: Second mate.
6. Education (graduate of what school): high technical
school.
7. Relations with the defendant: no relations.
8. Origin: of a worker's family.
9. Previously under trial? No.
10. Party membership -
11. Permanent address: 35 Bestuzhev Street fl. 7 Vladivostok

I can give the following testimony concerning the
case of the sinking of the steamer "Perekop" by a Japanese
aircraft. The testimony is written by my own hand.

At the end of November 1941 I was appointed fir-
st mate on the steamer- "Perekop".
Urgent preparations for the voyage were made, and early
in the morning of December 3 we left Vladivostok without
cargo, bound for the Surabaya Harbor on Java.
The ship was not armed; we had neither a gun, nor a single
machine-gun, there were only a few rifles for guarding
the ship. It was a most harmless commercial timber-carry-
ing ship.

... consisted of 37 men and 3 women who worked day and night during the period of preparations for the voyage. On the fourth day after leaving Vladivostok we were located by a Japanese aircraft.

We were not far from Shanghai, and the day being bright, we could clearly see the bright red circles on the wings of the plane; they were the military identification signs of the Japanese planes. At the same time it was evidently very easy to discern the USSR flag, the name of the ship written in Russian and English and the flags of the USSR painted on the canvases of the holds from the plane. It happened on December 6, 1941, and we felt that now we were under the watch of the Japanese.

In the night of December 9, being in the East-Chinese Sea, we listened to the radio news "Tikhochevskiy Morik" ("The Seaman of the Pacific Ocean") and learned about Japan having opened hostilities against the English and Americans.

In connection with this news we took a number of measures: an inquiry was sent to the Chief of the Commercial Fleet, the crew was informed of the events, etc.

Two days later, on December 11 or 12, 1941 we, being this time near the coast of the Formosa Island, were again located by a Japanese aircraft. The plane made several circles over the ship at a low altitude, and we clearly saw the Japanese signs on its wings and fuselage.

Our national ensign was clearly seen, and the pilot evidently identified the ship quickly. After a while the plane disappeared.

On December 15, 1941, in the day-time, we saw an aircraft again. The bright weather allowed us to identify its nationality. It was a Japanese bomber. This plane, also, located the vessel. It was impossible not to discern and not to see our state flag on the flagstaff and the flags painted on the holds, and when the aircraft went away, it occurred to me that the Japanese had been watching us all the time and that they exactly knew that ours was a Soviet ship, otherwise they would have attacked her long ago.

Besides, it was quite clear that the Japanese must have been well aware of the presence of the Soviet ship in the waters which were under their thorough control.

The Japanese reconnaissance planes, as it was already stated met us systematically, identified our nationality and did not touch us. But on December 17, early in the morning, we again saw a Japanese aircraft under following circumstances: the third mate, comrade Andrianov who was on watch saw the aircraft and reported to captain Denisov about it, the latter sounded the alarm signal (as is usually done when an aircraft is located) and summoned me to his bridge.

I went there. It was about 9 a.m. The aircraft made two or three circles and then made for the ship. The captain and I watched it through the binoculars and when it came nearer, we saw on its wings the Japanese "sun" the red circles which showed, that was a Japanese aircraft. The plane was making for the ship, and when it was almost directly above it, two bombs were dropped and fell off the starboard (near the engine-department), but did not inflict any damage.

The plane was identified; it was a Japanese two-engined bomber, and it again began lowering for the attack. The captain ordered the battle unit on duty (7 men armed fifth rifled) to enter into action, and the plane was met with rifle fire. Flying too low when it was fired at, the plane changed its course, made a circle, gained altitude and being already at a considerable altitude it glided into battle course and dropped two more bombs. This time the bombs fell near the starboard again, and damaged the ship in the sector of the hull N 3. The damage was located and fixed. We continued our voyage thinking that Japan had declared war on the USSR.

It could not have been otherwise, because the Japanese knew that it was a Soviet ship which had several times been located by the Japanese planes. The last plane, too, had evidently identified the nationality of the ship, because had he not done this, he would not have bombed us because he might have hit a ship of his own country a number of which were sailing in these waters.

Therefore I am sure that the Japanese sank the ship "Parskop" being aware that it was a Soviet vessel. I must add that the last plane belonged to Japan. I myself saw the identification signs on its wings. And not only myself but everybody on deck did.

After the plane had dropped the first two bombs which missed the ship, I myself, with the aid of two members of the crew set fire to the barrels filled with oakum which had been prepared beforehand on the stern, to imitate a fire.

Those who were in the plane saw the dense smoke coming from the deck, and evidently decided to look at "their work" at a shorter distance. The plane lowered, made a circle (and it was then that we discovered its nationality) and flew away.

It must be stressed that the national flag on our ship was clearly seen during the bombing and that besides that we hoisted our identification flags. Flags with the inscription "The USSR" made in English were painted on the canvases of the hold.

As soon as we identified the plane, and the bombs were dropped the captain ordered to send a wireless message to Singapore, and the wireless operator, comrade N.F. Plisko, transmitted something like this: "I, the Soviet ship 'Perchik' is in latitude..., in longitude.... I am attacked by a Japanese plane which is bombing us. I ask for help."

The message was received by an English radio station not far from Singapore and our operator received following answer: "Singapore does not hear you, but I shall forward your message to them". We received no help from Singapore, though we hoped that English planes would come, for we were only 250-300 miles of Singapore.

Believing that Japan had declared war on us (for we thought that the Japanese would not have bombed a peaceful ship if there had been no declaration of war, if they had not been at war with the USSR), we carefully blacked-out and continued our voyage intending to pass the Netherlands Islands "Natuna" on their left.

In the morning of December 18, 1941, between 8 and 9 o'clock we heard the roar of engines, but no one saw the planes.

At noon the gong for dinner sounded. At that time I was on the sterndeck taking a shower together with other members of the crew.

At 12.20 the watchman in the crow's-nest, sailor Nechaev cried: "I see a number of planes left of the bow".

I saw 17 twin-engined planes. They fell in two groups and made for the ship, one (there were 9 of them) were making for the bow, the other 8 for the stern.

The identification signs (flags on the holds) of our ship were clearly seen, we had hung out our identification flags, the ensign was new and fluttered in the breeze, its colour and emblem brightly displayed. The planes attacked the ship and started bombing and machine-gunning at low flight our unarmed commercial vessel belonging to the Soviet country neutral to Japan (by this time we knew that there were no hostilities between the USSR and Japan). The Japanese were sure to know that the ship belonged to the USSR. They were flying very low over the masts and having dropped the bombs followed the ship for a while.

Then turning back flew along the board at the masts height machine gunning the ship. They flew so low that we saw their faces, to say nothing of the Japanese signs on the wings and fuselages of the planes.

The Japanese clearly saw that they were bombing a Soviet ship. The bombing continued for about 2 hours. During this time bombs were constantly dropped, and the fire of the machine-guns did not cease. Bombs hit the bow, the mate's storeroom where 4 men were instantly

killed, the hold N I and 2. Two fires broke out on the bow and on the stern, the bridge was destroyed, plaster and all other life-saving equipment was torn away.

Then captain Demidov saw that the ship was in a hopeless position he ordered to leave it. Part of the crew were already in the water, thrown out by an air-wave; others began to descend on the water trying to swim up to the boats which were not controlled by people being machine-gunned all the time.

Captain Demidov, the chief mechanic Pogrebnoy the charwoman Sardiuk and I remained on the ship. The ship was sinking fast; now the planes began dropping bombs not on the ship, but on the men in the water who were constantly machine-gunned at the same time.

It was in the water that Stokers Onipko, Ogarkov, and engineer Budoyan were killed. It was a horrible picture. The drowning people were cruelly and atrociously shot.

In the end, one of the Japanese planes made two circles over the burning and sinking ship, then flew very low over the people in the water and, having evidently taken pictures, flew South following the other planes.

The charwoman Sardiuk, the chief mechanic Pogrebnoy, the captain and I were the last to leave the ship. With great difficulties were the crew fished out into the boats. 12 men of the crew were wounded, 2 - badly wounded, the 3d mate Andrienov had his arm broken, and the stewardess Bokhmenova had a wound in the leg. 3 men perished.

By night we reached an island. As we learnt later it was Patuna island. We spent the night lying at anchor, and on landing in the morning sailor Borden and I went to reconnoitre the territory.

When we reached a thicket we were met by armed soldiers with a Dutch officers at the head. He asked us who we were and said: "We are your friends, and I shall help you".

We returned to our comrades awaiting us on the beach, told them, that we were asked to carry the wounded and to send the captain to the Dutch officer.

After some time we came to the village of Ranai and learnt that we were on one of the island of the Dutch East Indies, called Great Patuna. Lieutenant Peter Engers was representing Dutch authorities on the island, and besides him, there were his sergeant, the Dutchman Yanson, 25 Malay soldiers and the civilian governor of the island Emir.

The village where we came was the centre of the island, and there were no more than 10 cabins there, and among them the "school", the "Emir's office" and

the lieutenant's cabin. We were given room in the school. They gave us some rice and cigarettos.

On the same day of December 19, 1941 we sent a cable through the lieutenant's radiostation (he had one) to the Dutch authorities asking them to inform Moscow and Vladivostok of what had happened to us and to give us help.

On December 20, 1941, the lieutenant told the captain, that the Dutch radio had broadcasted that the Japanese had sunk the Soviet ship "Perekop".

The island, where we were staying, was a rather hilly country. A lot of coco-palms grow there, and therefore before the war ships would come there twice a month to fetch copra.

A kind of a pier was built where the ship used to come, and colonial merchants had there a kind of storehouses for copra and kept there some supplies of rice, and of simple clothing and other trifles indispensable for the natives; in other words, the supply of food of the island was kept there.

And so, on December 23, 1941, a Japanese plane bombed that pier and destroyed all the supplies of food. Therefore the lieutenant could help us no more, the villagers frightened by the bombing went away into the mountains, and we were left alone.

With the lieutenant's help we learnt how to extract oil out of coco-nuts, to obtain salt by boiling of the sea-water, to bake sago panakes, to catch turtles and fish, etc. But working very hard each of us could get only 50-60 grams of copra with a drop of oil in it, and the rest of what we had was water.

Without clothes, food and medicines, wounded and sick running all sorts of danger in the jungles Soviet sailors suffered great hardships due to the pirate action of the Japanese.

After the Japanese planes had bombed the village of Ranai once more, the scanty population of the island and the lieutenant with his soldiers ran backwoods and the crew was left alone in the thickets of the jungles.

So we lived there for half a year. In the beginning of June, 1942, seeing the helplessness of our position, we discussed the situation. All the islands, and among them Borneo, Java, Sumatra, as well as Singapore, Malay, Indo-China and Philippines were occupied by the Japanese. There was no war between the USSR and Japan, therefore we put the question of sending a group of men to Singapore or to Kuching on Borneo who would state before the Japanese authorities the hardships of the Soviet sailors and demand permission to get connected with Moscow, or Vladivostok or with the USSR consul in Japan.

After a long and thorough deliberation of this problem, captain Demidov decided to send a group of 9 men to fulfill the above said task. The captain thought that the whole crew could not go, for we had no reliable boats.

The group was formed, and I together with other 8 men set to work of preparing our halfbroken boat (a very small one) for the voyage. It took us 11 days to make it, but a little fit for a voyage of 250-300 miles. But at last the work was finished, I myself tested the boat, and though it was clear to everybody that our enterprise was very dangerous because the boat was very old and had not even 10 per cent. of the equipment which should have been on it, we still decided to set off on our voyage.

Early in the morning of June 14, 1942, I with a crew of 8 men left the island. The comrades who saw us off had no hope to see us again. The boat was very small and so crowded that no one could lie down. The board was only 15 cm. above the water. We had following supplies: fresh water, coco-nuts, dried roots of the ubyu plant.

We sailed in the open sea 7 days; and at the beginning of June arrived at the Borneo Island. We were worn out, hungry naked and with a growth of hair. The Japanese already were on Borneo. At first we arrived at the town of Srikey on the Rajey River, where on the following day we were met by Japanese soldiers who asked us who we were and having learnt it, treated us rudely and searched us all. On the same day we were taken to the town of Shiba, where by order of a Japanese officer who had learnt that we were Russian sailors, we were sent to lunatic asylum. Half the house was occupied by mad Chinese and Malays, the other - by us. I never saw a baser treatment, to put quite sane men into a lunatic asylum was a refined mockery.

Soon all the 9 men fell ill with malaria, and we were laid up in a hospital. It must be said, that our clothes were nothing but miserable rags. But although the Japanese saw our suffering, no help was given us. After several days stay in the hospital we were taken to the town of Kuching, where we were asked: "What do you want?"

We asked permission to cable to Moscow, Vladivostok and to the Soviet consul in Tokyo. We were refused all this, and received no help there either. We were not given even a small piece of soap.

Next day we were sent to Singapore. We went in a dirty hold accompanied by two soldiers.

In Singapore we looked still more horrible. We were so dirty and ragged that crowds of people followed us when we walked in the port.

We were put into prison, where we stayed for 30 days. We got no reply to all our requests to get into contact with the consul, and in general, and they spoke with us only once for 5 minutes. We lay on the dirty cement cold floor.

Once a day a dirty bucket was brought in. There was some stale kitchen drags with flies and worms in it. We were given no water, and drank from the lavatory sink. Japanese soldiers often treated us brutally, beat us, made us stand on our knees.

After 30 days, at the end of August we were taken aboard a ship and were escorted to the Kuching harbor on the Borneo Island.

While our group had been travelling from Borneo to Singapore and back the condition of the group remaining on the Natuna Island had become desperate and they had managed to leave the island with the help of some Malays and to come to the same harbor on the Borneo Island where we were brought to from Singapore.

We were gathered together at that harbor and sent back to the Natuna Island. We were put ashore, ordered not to leave the island; and the cutters with the Japanese went away.

So, we had seen Japanese authorities, asked them to help us and to communicate with our consul, but got nothing. We had been brought back to a remote island and left to our fate.

Emir confirmed the Japanese' order that we should not leave the island and added that we had to start cultivating land (to clear away a part of the thicket to plant there roots of ubi, something like potatoes), because he, Emir would not be able to provide us food in future. We realized that it was decided to keep us on the island for a very long time.

Having remained on the island with no hope of receiving help from the Japanese we had to provide food ourselves, and therefore we began to clear a piece of land for a "kitchen-garden". It was a very hard work. Half naked, without shoes, suffering from tropical heat we cut trees and lianas with small Malay knives (parangs).

And all this time we thought of leaving the island and of requesting the Japanese once more to send us back to our country.

We talked much about the way of leaving the island. Many considered it impossible. But I did not give up the idea and kept thinking about it all the time. After a while a Japanese ship arrived at the island, and 40 soldiers landed there. We could not make out what they had come for. We asked them to give us food and to take us from the island to Singapore or somewhere else where we could receive help and get in touch with the USSR consul. The Japanese refused to take us and leaving us a scant supply of food sailed off.

This visit of the Japanese to the island had proved to us that they had no intention to help us to reach our country, and the idea of finding a way for escaping

from the island became permanent.

Once we learnt from the Malays that somewhere very far away, in the Northern part of the island a schooner had been cast ashore by the tide I decided to see it and to find out whether it was true. Having obtained captain's consent I together with the 3rd mechanic comrade Laranov set off on search of the place where the schooner had been cast ashore.

We walked all the day making our way through the thickets. We had made not less than 25 km. when we found the iron carcass of a barge lying on the shore. She had evidently been on voyage when planes bombed HER. We found out that some iron details were a little damaged, and that all the wooden parts had been burnt. There was only the carcass of a ship in front of us. It was 15 m. long and 4 m. wide. The carcass had one large and two small holds on the bow and on the stern.

We returned to our camp, told about our finding and after long discussions decided to put it in the water, to bring it nearer to the camp and to begin equipping it. I took up this job, and in a day the barge was near from the camp. We cut a tree for the mast and started putting the barge into a decent state.

Emir learnt about our work and became suspicious. He had once seen a group of Russian sailors leave the island in a small boat. Emir evidently remembered my group who had been rebuilding the boat, and one morning when I together with several other members of the crew was walking to the barge to work there he met us and asked, "Are you going to leave the island again?" "Yes, - I answered, - but this time not for Singapore but for Australia".

I saw that Emir believed us, and saying nothing he bid us good bye.

We were working on the barge. A Malay approached me and said that Emir would send a boat to Borneo this day to inform the Japanese that we were going to leave.

In the evening a small boat sailed off from the island, and 6-7 day-s later a Japanese transport ship came to the island and the Japanese announced that they were going to take us away. They asked us why we wanted to leave the island when they told us to stay there.

We began to make preparations for our departure, and Emir led the Japanese to show them our barge. The Japanese examined her and came back to the village.

On the day of our departure the Japanese gave us shoes (shirts and trousers had been given to us some-time before), several combs, some soap, and when we got all this the Japanese ordered us to come together and

to sit down on the ground. Then a photographer appeared and made us hold the shoes in such a way that we could be seen on the picture with the shoes in our hands. We understood that the Japanese wanted to film us with their alms, and we tried either to disperse or to take such postures that to avoid the falsification.

Then we were made to form a line on the shore, and, the Japanese banner being brought, we were ordered to bow to it. It was evidently done also with the view of taking pictures of this scene as well. Some of the men tried to go away, but the Japanese made them step back into the line with their bayonets.

The Soviet sailors refused to bow before the Japanese flag, and the Japanese started beating them. A Japanese soldier struck me, the stoker Zinchuk standing by my side, and several others, but it was no food.

30-40 minutes later we came up sailing in boats to the Japanese mine-layer, went on board and were put into the hold.

In a day we arrived at Singapore. On board all of us had been scolded under the pretext of looking for a china cup (its price was not more than 2 cents). We saw that it was only a pretext.

We spent a night in Singapore, and on December 1, 1942, after a one year stay on the island, we were put in a small house near the town of Dzohor-Baru which was not far from Singapore, at the very end of the Malacca peninsula.

The Japanese commandant told us how we should behave and added, that Japanese soldiers would inspect us every morning and evening and by this time all of us should be on the spot.

We were given little food of bad quality and some cigarettes.

Several times the captain asked the commandant to let him communicate with the USSR Consul in Tokyo or to dispatch cables to Moscow and Vladivostok, but each time he was not allowed to do this. We stayed in Dzohor-Baru exactly 6 months. On June 1, 1943 it was announced that we were leaving for home. The Japanese official Matsubara who had come to accompany us began "taking care" of us. We were given a little money and taken in groups to the dirty native bazaar in Singapore where we were offered to buy some clothes in the rag-shops. We were given so little money that we could not buy more or less decent clothes even in the rag-shops. Japanese soldiers followed each of us close at our heels, and mister Matsubara was afraid that some of us might escape (he understood that no one would run away if he were treated well). But his fears were groundless. The Soviet sailors were disciplined and did not break any regulations.

Having bought some articles of clothing we went on board the Japanese ship. Akachi-Baru which took us to Sayghon (Indo-China), where we were put ashore because, they said, the point of the destination of the ship was changed.

e were sent to town and placed in a vast empty barrac. We were forbidden to go out.

There we met English prisoners of war. They worked in the yard every day building some sheds there. We regarded them as allies having been taken prisoner and however poor, we decided to share with them what we had. We handed them secretly 12 shorts, 8 shirts, about 250 packs of cigarettes, some soap, tooth-powder and other small things.

Many of our sailors gave them the last they had. Although the Japanese forbade us categorically to approach the English soldiers, our desire to help them was great and we did it. The English soldiers lived under very bad conditions, and they were heartily grateful for our attention.

In Saygon we were under watch all the time.

We left Saygon on the ship "Alice" previously belonging to Norwegians and captured by the Japanese.

On July 5, 1943 after stopping at Hon Kong we arrived at Shanghai where we were met by comrade Volgin, the chief of the Consul Department of the USSR Embassy in Tokyo who had come for the special purpose of meeting us.

We settled down in the Consulate in Shanghai and began to put ourselves in order. We were heartily welcomed and given enough money, clothing etc.

It was here that we could see ourselves. It turned out that we had grown so thin, that the men's weight was from 45 kgm. to 60 kgm. But we already felt our government's care and began to recover.

We stayed in Shanghai over 4 months. When we left Shanghai our sailors who were placed in the hold were searched. On arriving at Dairen we stopped for a while there, and it is very interesting to point out that we were shadowed all the time. We left Dairen by train being under constant observation of the Japanese gendarmes. But the Soviet vice-consul in Dairen accompanied us, and nobody bothered us.

On November 19, 1943 we arrived at the Station Opor and found ourselves on our native soil.

The crew of the Soviet sailors suffered privations for nearly two years, and it was the fault of the Japanese pirates who had sunk the ship "Perekop" by instructions of the Japanese Government.

All the time when the crew of the ship "Perekop" was abroad the Japanese authorities notwithstanding the captain's frequent requests for help and sending us back to our country had deliberately kept the crew for nearly two years under very hard conditions.

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Signature

THE MILITARY PROSECUTOR OF THE
PACIFIC OCEAN AREA, Lt. Colonel
of the Judicial Corps

Shlychkov

C o r r e c t :

Golubev

CERTIFICATE OF TRANSLATION OF
THE ABOVE DOCUMENT

I, M. GILDENBLAT, hereby certify that I am thoroughly conversant with the Russian and English Languages; and the above is a correct and true translation of the indicated Document.

/s/ M. GILDENBLAT